

19980508.ba v02_n047.bam.980508

>From ???@??? Fri May 08 01:52:27 1998
Message-Id: <199805080526.AAA14200@sco.theporch.com>
Date: Fri, 8 May 1998 00:25:51 CDT
Subject: BOATANCHORS digest 2047

BOATANCHORS Digest 2047

Topics covered in this issue include:

- 1) Morrow CM-1
by FPorzelt@seic.com
- 2) Re: Morrow CM-1
by Richard Post <post@ouvaxa.cats.ohiou.edu>
- 3) Re: Morrow CM-1
by Charles Ring <charlesr@infonline.net>
- 4) WTB INDUCTORS
by ni4q@juno.com (Alvin J Bernard)
- 5) Re: [Johnson] Knob Wanted for Ranger II
by Edward Zeranski <ejz@nosc.mil>
- 6) URL Needed
by Spencer Petri <spetri@e-tex.com>
- 7) Old Testament
by Jderm740 <Jderm740@aol.com>
- 8) Re: [Johnson] Knob Wanted for Ranger II
by Avery Comarow <acomarow@USNEWS.COM>
- 9) QST/CQ/HR MAGAZINES FOR TRADE
by JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
- 10) RE: Dayton
by JONWEINER <JONWEINER@aol.com>
- 11) heatkit sb220/221 parts and other good stuff
by "Richard A. George" <wa6jox@rain.org>
- 12) Re: SP-600 Panel Removal Procedure
by "Walt Novinger" <wnovinger@shaw.wave.ca>
- 13) Gonset Communicator IV power plug data needed
by Brian Bjerkelund <brianbj@compuserve.com>
- 14) Re: Poison Nuvistors and Great CB rigs
by Glenn Finerman <glennfin@mjet.com>
- 15) Re: GB> Re: [BoatAnchors] "Q" signals for use of antique rigs?
by Sandy W5TVW <ebjr@worldnet.att.net>
- 16) Boehme Keyer
by Dick Dillman <ddillman@igc.apc.org>
- 17) Re: SP-600 Panel Removal Procedure
by "Arden Allen" <gumbear@pacbell.net>
- 18) Re: CRT supplies...
by "Barry L. Ornitz" <ornitz@dpnet.net>
- 19) Re: Grounds and Capacitors

- by "Barry L. Ornitz" <ornitz@dpnet.net>
20) SP-600 Friction Drive
by Al Klase <skywaves@bw.webex.net>
21) Vigilance and Vacuum Tubes
by Bill Hawkins <bill@iaxs.net>
22) PDF Manuals, beta versions online now
by Tom Norris <badger@telalink.net>
23) WTD AR 88-D parts
by Dan Arney <kn6di@groupone.net>
24) WTD:Hallicrafters S-38 Knobs
by arc5@ix.netcom.com

From: FPorzelt@seic.com
Date: Thu, 7 May 98 16:14:49 CDT
Message-ID: <vines.n+J8+cUUIpB@WAYNE.SEIC.COM>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Morrow CM-1

Hello all,

I came into possession of a nice little canoe anchor. It is a Morrow CM-1 Broadcast band only receiver. It is in a silvertone metal enclosure about 4" high, 6" wide and 8" deep. Has only two controls 1)on/off volume and 2)tuning. It has a meter used for peak tuning the signal, but gradations are decimal/fractional from ".2" to "1" instead of "s" units. It's a neat little radio :-)

I understand that Morrow (of Salem Oregon) made ham gear, but I wonder what the intended usage of this little radio was. Seems more commercial/industrial construction than "home use", but BC band only?!? Any ideas? Any history on the radio or company? Documentation available anywhere?

Thanks for reading and any comments anyone may have.

73
Fred

Fred Porzelt
312.575.1865 Voice / 312.575.1960 FAX
fporzelt@seic.com

Message-Id: <v03007804b177c00f9fe1@[132.235.47.54]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Thu, 7 May 1998 15:49:02 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Richard Post <post@ouvaxa.cats.ohiou.edu>
Subject: Re: Morrow CM-1

Fred,

Conelrad monitor from the Cold War days. See connections for a relay and alarm. I have the remnants of one. As long as a AM radio carrier was on, no alarm. Carrier drops, alarm is on.

Rich

>Hello all,

> I came into possession of a nice little canoe anchor. It is a Morrow
>CM-1 Broadcast band only receiver. It is in a silvertone metal enclosure
>about 4" high, 6" wide and 8" deep. Has only two controls 1)on/off volume
>and 2)tuning. It has a meter used for peak tuning the signal, but
>gradations are decimal/fractional from ".2" to "1" instead of "s" units.
>It's a neat little radio :-)

> I understand that Morrow (of Salem Oregon) made ham gear, but I wonder
>what the intended usage of this little radio was. Seems more
>commercial/industrial construction than "home use", but BC band only?!? Any
>ideas? Any history on the radio or company? Documentation available
>anywhere?

> Thanks for reading and any comments anyone may have.

>73

>Fred

>-----

>Fred Porzelt

>312.575.1865 Voice / 312.575.1960 FAX

>fporzelt@seic.com

Message-ID: <35521EC7.5CD3@infonline.net>
Date: Thu, 07 May 1998 16:51:20 -0400
From: Charles Ring <charlesr@infonline.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Morrow CM-1
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Richard Post wrote:

>

> Fred,

>

> Conelrad monitor from the Cold War days. See connections for a relay and
> alarm. I have the remnants of one. As long as a AM radio carrier was on,
> no alarm. Carrier drops, alarm is on.

>

> Rich

>

Those monitors were supposed to, though many didn't, also listen for the 1000cps alert tone. Does this one?

73 de W3NU

To: Old Tube Radios <boatanchors@theporch.com>
Date: Fri, 8 May 1998 16:24:41 -0400
Subject: WTB INDUCTORS
Message-ID: <19980508.162452.6630.2.ni4q@juno.com>
From: ni4q@juno.com (Alvin J Bernard)

Looking for a J.W. Miller 612-W4 (1600 kc) IF can and a Meissner 14-1412 oscillator coil.

Al, NI4Q

You don't need to buy Internet access to use free Internet e-mail.
Get completely free e-mail from Juno at <http://www.juno.com>
Or call Juno at (800) 654-JUNO [654-5866]

Message-Id: <3.0.1.32.19980507143313.00707b70@marlin.nosc.mil>
Date: Thu, 07 May 1998 14:33:13 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Edward Zeranski <ejz@nosc.mil>
Subject: Re: [Johnson] Knob Wanted for Ranger II
Cc: johnson@qth.net, boatanchors@theporch.com, HEATH@LISTSERV.TEMPE.GOV
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 11:57 AM 5/7/98 -0700, you wrote:

>Well, it seems as though the full assembly for the crystal cover for the
>Ranger II is going to be hard to find.

>Please let me know!

>Thanks & 73's

>Jack - W6ABC

>

>Howdy Jack!

I just went back to the shop to pop an xtal cover off a Ranger. Looking at it, it seems to be a standard hole plug, OD=1.655"(Starrett #120 dial micrometer). The knob swaged on is the same basic knob as the Johnson knobs with the 0-100 or 0-10 graduations on the skirt. It seems Johnson used the same knob bodies on the plugs as the set-screw knobs sans tap for the set

screw. So...and though it might be heresy..if the number skirted knobs are more common on junk sets it could be a project to remove the number skirt, fit a standard hole plug, then use that R&R paint on the plug. There have been several posts on BoatAnchors stating that extant knob makers having many classic molds (moulds???) can duplicate the missing parts or use a sample to create a mold. I don't have my "sources" file handy right now. This same thing might apply to Heath stuff also. I have a neat little HX-11 which has a similar cover on the left side to cover the xtal hole. Do other Heaths use this? The DX-35 has a trap door on the back. I guess in the full sense it wouldn't be original but a livable Band-Aid 'til a real one came along. Good luck with the Ranger!

Ed Zeranski This is a private opinion or statement.
home email: ezeran@cris.com

Date: Thu, 7 May 1998 16:36:30 -0500 (CDT)
Message-Id: <199805072136.QAA02518@sco.theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Spencer Petri <spetri@e-tex.com>
Subject: URL Needed

Greetings,

Anyone know the URL of the fellow that sells Hammond products and lives in South Carolina. Lost my bookmark file.

Thanks,

73 de Pete WA5JCI EM21 "the future will be better tomorrow"

.....
6 Mtr -- WAS #490, WAC CW, DXCC/91 Countries, VUCC #361
.....
2 Mtr -- 36 States -- VUCC #346

From: Jderm740 <Jderm740@aol.com>
Message-ID: <2cef0da7.3552453f@aol.com>
Date: Thu, 7 May 1998 19:35:19 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Old Testament
Content-type: text/plain; charset=US-ASCII

Content-transfer-encoding: 7bit

Hi All

I guess I'm the only one that got that mess. Well, the weather was a mess last night. Lots of lightning. It looked like the "Dance of the Sugar Plum Fairies" around here.

The post I put to the group also went qwazy. Some poor soul out there in cyberland got a copy and wondered why I (a stranger) was mad at him. I had to try and explain what happened and appologize.

Boy. Don't we have fun.

Jack

Date: Thu, 7 May 1998 18:41:12 -0500 (CDT)
Message-Id: <199805072341.SAA05337@sco.theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Avery Comarow <acomarow@USNEWS.COM>
Subject: Re: [Johnson] Knob Wanted for Ranger II
CC: boatanchors@theporch.com

Yup, that's exactly what I advised a Ranger I owner to do with a knob I sent him, and he reported back that it worked FB.

Heresy R us!

Best, Avery W40GK

At 05:37 PM 5/7/98 -0400, ejz@nosc.mil wrote:
...though it might be heresy..if the number skirted knobs are
>more common on junk sets it could be a project to remove the number skirt,
>fit a standard hole plug, then use that R&R paint on the plug.

>Ed Zeranski

MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
Date: Thu, 7 May 1998 19:56:31 -0400 (EDT)
Subject: QST/CQ/HR MAGAZINES FOR TRADE
To: Old Tube Radios <boatanchors@theporch.com>
From: JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
Message-ID: <9805071956.aa20275@pcusa01.ecunet.org>

To: boatanchors@theporch.com

MAGAZINES FOR TRADE--

I have these CQ's for trade for QST's & HR's listed at end of this note.
Condition of covers is fair to good, inside mostly good or better.

Extra CQ's

1946: 1, 3, 4, 5, 7, 9, 12
1947: 2, 3
1948: 2, 5(ncs), 6, 7, 8, 9(ncs)
1968: 1, 2, 3, 4, 5, 6, 7, 8, 9,10, 11, 12

ncs = No front and back CoverS

I have these QST's to trade for QST's & HR's listed at the end of
this note. Conditions of covers is fair to good, inside mostly
good or better.

Where a month number appears more than once it means extras are
available:

Extra QST's

1942: 2, 2, 6
1944: 6, 7, 9
1945: 3, 7, 10
1946: 5, 6, 11, 12
1952: 11
1953: 1, 4, 7, 12
1954: 1, 2, 3, 7, 9, 10, 11
1956: 1, 2, 3, 4, 5, 6, 7, 7, 8, 9, 9, 10, 10, 11, 12
1957: 2, 4
1958: 6, 8
1959: 2, 6
1960: 12
1961: 10, 12
1963: 1, 3, 4, 5, 5, 9, 10, 11, 12, 12
1964: 1, 2, 3, 4, 5, 8
1965: 4, 8
1968: 4, 5, 6, 7, 8, 9, 10, 11, 12, 12
1969: 1, 1, 1, 2, 2, 3, 6, 7, 9, 10
1970: 7, 7, 8
1971: 8
1973: 3, 5, 6, 7, 7, 7, 8, 8, 8

1974: 1, 2, 2, 4, 5, 6, 7, 8, 12, 12, 12
1975: 1, 1, 1, 2, 3, 7, 10, 11

Have fair to good covers, most all good inside.

Have these Ham Radios's for trade for QST's & HR's listed at end of this note. Condition of covers is good, inside is good or better. Where a month number appears more than once it means extras are available:

Extra HR's

1968: 4, 4, 5, 5, 5, 6, 6, 7, 7, 8, 9, 10, 10,
11, 11
1969: 2, 6, 7, 9, 11, 12, 12
1970: 1, 5, 7, 9
1971: 1, 1, 2, 3, 4, 5, 5, 11
1972: 1, 2, 2, 3, 3, 3, 4, 4, 4, 5, 5, 6, 6, 7, 7, 8, 8, 9, 9, 9, 10,
10, 11, 11, 11, 12, 12, 12
1973: 1, 1, 1, 2, 2, 2, 3, 3, 3, 4, 4, 5, 5, 6, 6, 7, 7, 8, 8, 9, 9, 9,
10, 10, 10, 11, 11, 12, 12, 12
1974: 1, 1, 2, 2, 2, 3, 3, 3, 4, 4, 5, 5, 6, 6, 7, 7, 8, 8, 9, 9, 10,
10, 11, 11, 11, 12, 12,
1975: 1, 1, 1, 2, 2, 2, 3, 3, 3, 4, 4, 5, 5, 6, 6, 7, 7, 7, 8, 8, 8, 9,
9, 9, 10, 10, 11, 11, 12, 12, 12

Covers mostly fair-good, inside good-excellent condition.

I am looking for these QST's.

1930: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12
1931: 1, 2, 3, 4, 5, 9, 12
1932: 2, 3, 7, 8, 9, 12
1933: 1, 2, 4
1934: 2, 4, 4, 5, 6, 7, 9, 10, 11, 12
1935: 1, 5, 6, 7, 8, 9, 10, 11, 12
1936: all
1937: all
1938: all
1939: all
1940: 1, 2, 3, 4, 5, 10
1941: 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
1942: 1, 3, 4, 7, 8, 9, 10, 11, 12
1943:
1944: 1, 2, 3, 4, 5, 8, 9, 10, 11, 12
1945: 1, 2, 4, 5, 6, 8, 9, 11, 12

1947: 3, 9
1949: 7
1951: 12
1952: 9
1955: 3, 12
1958: 3, 10, 12
1959: 4, 5, 10, 11
1960: 1
1961: 9
1963: 6
1965: 10
1966: 8
1967: 1, 3, 4, 5, 6, 7, 8
1971: 9
1972: 3, 5, 9
1973: 1, 10, 12
1975: 4, 9

Looking for these HR's.

1968: 1, 2
1969: 1, 3, 10
1970: 6, 10, 11

I will advise on the exact condition of each requested issue. Thanks!

-John Sehring (written on Thu, May 7, 1998 at Custer, SD) UCC WB2EQG

From: JONWEINER <JONWEINER@aol.com>
Message-ID: <a6993834.35525793@aol.com>
Date: Thu, 7 May 1998 20:53:38 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: RE: Dayton
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Anyone keeping a list of BA list members who have spaces at Dayton? Bob, AA8A, and I will be at space #117. Stop by and say hello.

Jon, K1VVC

Date: Thu, 7 May 1998 18:22:30 -0700 (PDT)
From: "Richard A. George" <wa6jox@rain.org>

To: Old Tube Radios <boatanchors@theporch.com>
Subject: heatkit sb220/221 parts and other good stuff
Message-ID: <Pine.SUN.3.96.980507181627.29171B-100000@coyote.rain.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Still have some stuff left.

Have a lot of heathkit sb220/221 parts left over from 6 meter conversions
and other parts amp. all prices include shipping UPS CONUSA.

Good used ceramic 3-500z sockets (johnson) \$15.00 ea

Heathkit sb220 fan used working \$15.00

Heathkit sb220 filament and bias xformer used good \$35.00

Heathkit sb220 front panel and meters some minor paint chips no extra
holes \$50.00

Boonton R70 q meter \$65.00

astron power supplys rs12m \$75.00 rs5l \$45.00 sl15r \$45.00

6 meter home brew pair of 4cx350 ,amplifier new tubes no power supply
\$500.00

4KW high voltage power supply HB, metered will run pair of 8877's all day
long very heavy you may shipping. \$225.00

2KW high voltage power supply HB, metered very heavy you pay shipping
\$200.00 great for pair of 3-500z's.

please e-mail direct.

Message-ID: <003901bd7a21\$85e48f60\$702a4018@wnb-home.wave.shaw.ca>
From: "Walt Novinger" <wnovinger@shaw.wave.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Boatanchors (Jack)" <boatanchors@theporch.com>
Subject: Re: SP-600 Panel Removal Procedure
Date: Thu, 7 May 1998 19:34:32 -0600
MIME-Version: 1.0

```
Content-Type: text/plain;
    charset="iso-8859-1"
Content-Transfer-Encoding: 7bit
```

Be very careful when greasing the tuning mechanism!!! If you get the slightest bit of oil on any of the friction drive surfaces (on the periphery of the tuning dials), you will never get the greas out of the somewhat porous metal, and your tuning mechanism will slip forever more. The manual recommends no grease on the gears at all...only the slightest drop of oil on each shaft's pivot point, other than those on the friction drive components.

A word of warning from one who has made the mistakes :=(.

73 de Walt

Walt Novinger Real Radios Keep You Warm At Night!
Collector of hollowstate communications receivers and test equipment
wnovinger@shaw.wave.ca

-----Original Message-----

From: Arden Allen <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Wednesday, May 06, 1998 10:21 PM
Subject: Re: SP-600 Panel Removal Procedure

```
>Hi Dick;
```

 \succ

```
>> .....shafts, but should I also remove the pots and switches, or
```

```
>is.....
```

>

```
>It's better to remove the switches and pots, there aren't that many, so you
>can work on the tuning mechanism unhampered. Grease up the entire tuning
>system while you're in there. The SP-600 is one of the smoothest tuning
>systems ever made when properly maintained.
```

 \succ

```
>Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net
```

>

 \succ

Date: Thu, 7 May 1998 21:42:14 -0400
From: Brian Bjerkelund <brianbj@compuserve.com>
Subject: Gonset Communicator IV power plug data needed
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <199805072142_MC2-3C47-DE88@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain; charset=ISO-8859-1

Content-Disposition: inline

Howdy Group:

Just acquired a 2 meter Communicator IV with a power plug, but no cord. =
I
need to know the pinouts for the AC cord.....they usually used a couple =
of
jumpers, location depended on AC or DC hookup. Can anyone help me out?

Thanks and 73,

Brian, K7AIS

Message-Id: <199805080200.VAA08481@sco.theporch.com>
Date: Thu, 07 May 1998 22:01:24 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Glenn Finerman <glennfin@mjet.com>
Subject: Re: Poison Nuvistors and Great CB rigs
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Mike wrote;

>Many of the tunable RX CBs were near siblings to 6M AM Transceivers of the
>era, and Lafayette is a good (or bad?) example. If you look inside a HA-20
>Lafayette CB you see the outlines of the Lafayette HA-45 6M rig.
<snip>

Oh yeah! The Lafayette rigs!...Memories...

The only Lafayette 6m rig I can think of that didn't start out as a CB
was the HA-460. Not a terrible radio but it did drift quite a bit. (built-in
VFO) Also used a 2E26 final.

>I have an article on converting a Lafayette Comstat 19, a miserable
>455 IF junker, to Six by replacing the IF cans and the PA --
<snip>

Been there, done that....I had two of the Comstat 19's about ten years
ago I attempted to convert to six. Got the xmtr working well but the
receive performance was terrible!! (don't remember exactly what I did
but I know I didn't change the I.F. cans) I do remember the Comstat 19
was a poor design with a minimum of parts (single conversion?)
tunable receive with 8 or 12 channel fixed xtal transmit.

73.....Glenn NA2DX

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Sandy W5TVW <ebjr@worldnet.att.net>
Subject: Re: GB> Re: [BoatAnchors] "Q" signals for use of antique rigs?
Date: Fri, 8 May 1998 02:15:28 +0000
Message-ID: <19980508021524.AAB8678@LOCALNAME>

>
>> Do you (or anyone else) know where we can get a complete set of the
>> Z-codes?
> To everyone,

I own a 1953 ACP131. It will shortly be shipped to someone on the
list and it will be scanned. I will then let everyone know when things are
completed.

Don't know what format it will be in. Maybe Adobe Acrobat .pdf
file? We'll see.

Stay tuned!

73,
E. V. Sandy Blaize, W5TVW
"Boat Anchors collected, restored, repaired, traded and used!"
417 Ridgewood Drive
Metairie, LA., 70001

***Again looking for a Hallicrafters SR-75 ***
860 Hartley 'ECO' construction "on hold"*
*** Looking for a TRC-10 transceiver *****
*** Looking for an RAL receiver *****

Date: Thu, 7 May 1998 18:46:10 -0700 (PDT)
Message-Id: <2.2.16.19980507184431.32176252@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>
Subject: Boehme Keyer
Cc: W B Reese <Radions@jps.net>, Rex1925@aol.com,
Thomas Kleinschmidt-QA2046 <Thomas_Kleinschmidt-QA2046@email.mot.com>

A Boehme keyer arrived today - 70lbs. of cast iron base, DC motor,
transmission and keying head. And, of course, a nice round speedometer
surmounting it all.

The keyer is another step toward my goal of reliving the days of real coast station operators with remote transmitters and automatically keyed Morse transmissions. The remote transmitter is in place. Tracy has kindly given me access to his remotely keyed Collins 30K-5 located about 50 mi. north of San Francisco. Last year I finally found the Kleinschmidt Morse perforator I'd been looking for for two decades and last month I finally got it to punch tape. And of course I have plenty of appropriate receivers on which to maintain my assigned watch. The only thing missing was the keyer and it is missing no longer.

What we got here is a Boehme Keying Head Drive Model 4D, S/N 2187E driving Automatic Keying head model 4-E S/N 2170. The motor is a 1/12hp DC job by General Electric that turns at 1140RPM. Or at least I hope it will turn at that speed once the proper DC is applied. Will anyone hazard a guess as to the current demands of a 1/12hp DC motor?

The best thing is the speedometer. This is a big round device that looks like a steam gauge but is actually a RPM meter calibrated in WPM. There are three speed ranges controlled by a gear shift knob on the transmission. The speed range? 15 to 550 WPM! Did someone say QRQ?

If there are any Boehme owners, users or former users out there, please give me a buzz!

73,

Dick

Dick Dillman
<ddillman@igc.apc.org>
WPE2VT W6AWO
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Message-Id: <199805080254.TAA23898@mail-gw5.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: SP-600 Panel Removal Procedure
Date: Thu, 7 May 1998 19:56:24 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

Hi Walt and fellow Hammarlund lovers;

>The manual recommends no grease on the gears at
> all...only the slightest drop of oil on each shaft's pivot
> point, other than those on the friction drive components...

Don't believe everything you read in a service manual! The reason for grease is it STAYS PUT (don't use Lubriplate or any other fancy stuff, use a good quality lithium bearing grease,). It lasts MUCH longer than "light oil" and it fills in the extra space due to wear caused by oil long gone from the scene. If your tuning mechanism is full of crud disassemble it and dissolve out the old gum and varnish with a good solvent. Re-oil (3-In One) all of the brass parts and wipe dry with a clean cloth before reassembly. Add grease as you install each part. Of course you will have to clean the drive wheel surfaces (mineral spirits) to avoid slippage. You also need to check spring tension and look for friction loading if things don't work right. A little extra time and diligence will result in perfect tuning and freedom from corrosion. There is no harm in grease on gear teeth, the worry-wort who wrote the manual was afraid you were going to pour sand in your Super Pro. Take good care of your SP-600, the King of Superhets.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

From: "Barry L. Ornitz" <ornitz@dpnet.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: CRT supplies...
Date: Thu, 7 May 1998 22:55:04 -0400
Message-ID: <01bd7a2c\$b3c62960\$8c199cce@ornitz.dpnet.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Ben Hall had some good questions about CRT supplies. His method of wiring several capacitors in series works well, but Arden's suggestion of using "across-the-line" capacitors is probably a more elegant one. These capacitors are relatively inexpensive and they should always be used to replace the AC line bypass capacitors in older gear. You are taking a big chance to use 600 volt capacitors here as even the cleanest residential power line can have numerous kilovolt spikes daily.

On Ben's question of high voltage cable, I generally use RG-59 coax cable. It can easily withstand 25 kV between the inner conductor and the braid - except at the ends where breakdown can occur on the surface of the polyethylene. Because of this, normal coaxial cable connectors will limit

its use to 5 kV or so. You can get MHV and special high voltage BNC connectors if you need to go higher. If you dig through the archives, you can find an article I wrote several years ago on how to modify UHF connectors to allow the use of RG-8 cable up to 40 kV or so.

On ANY external cable that carries high voltage, I always use a grounded shield over it (so don't take the shield off the RG-59). If the insulation ever does give way, the current will be diverted through the ground shield rather than through some unfortunate soul touching the cable!

Do not use foam dielectric cables for high voltage, however. You need the solid polyethylene insulation here. If you use spark-plug wire, or TV-type HV cable, remember the trick of using the grounded overbraid for safety.

73, Barry L. Ornitz WA4VZQ ornitz@dpnet.net

From: "Barry L. Ornitz" <ornitz@dpnet.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Grounds and Capacitors
Date: Thu, 7 May 1998 23:33:02 -0400
Message-ID: <01bd7a32\$01438e80\$8c199cce@ornitz.dpnet.net>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Arden Allen asked two good questions:

>Two things are questions in my mind: The first is, will a few hours of
>heat do much to dry out a nearly hermetically sealed part such as a
plastic
>capacitor that has absorbed moisture for many years?

Not really. About the highest temperature you should subject a radio to is 60 C (140 F). Above this temperature transformer insulation and many other components begin to degrade quickly.

At 60 C, the vapor pressure of water is only 149.4 mm Hg (millimeters of mercury or 0.196 PSI).

At 25 C (77 F), the vapor pressure is 23.8 mm Hg (0.031 PSI), about six times less. But the total pressure is atmospheric pressure, 760 mm Hg (14.7 PSI). To achieve rapid drying the water must be heated much closer to its boiling point where its vapor pressure approaches atmospheric pressure.

>And the second is,
>doesn't the presence of water in a hygroscopic (moisture absorbing)
>insulator (paper, etc.) eventually lead to permanent chemical changes that

>lower the insulation's resistance? Is there a chemist in the house who
>would comment on this?

I am an injuneer but I'll try to answer this. In the old paper capacitors, the moisture will tend to permanently degrade the insulation resistance (and dissipation factor). This is because most paper contains some residual acid and acid salts. In the presence of moisture and oxygen, the paper yellows and oxidizes producing a much poorer dielectric.

In more modern plastic film capacitors, permanent chemical changes are less likely. With polyester (Mylar) capacitors, moisture and high temperature can cause degradation, but the temperature needed for this is usually far in excess of any reasonable operating temperature. Other common insulating plastic films are similar in that permanent changes are not likely to occur. However, electrolytic capacitors NEED moisture to retain the anodic oxide film that allows them to work.

>One thing that is clear to me from observation, leakage current in
>capacitors has a positive temperature coefficient. As the radio heats up
>the capacitor leakage increases. Thermal runaway can occur as the
>capacitor heats up from the increased leakage. Old radios can run fine
for
>some time and then the capacitors with leakage problems will eventually
>fail.

This has been my experience too.

>On the subject of explosions: Capacitors won't explode if in a circuit
>that cannot supply enough power to heat the capacitor quickly enough to
>increase internal gas pressure faster than it can leak off. Across the
>power line capacitors can suddenly fail with dramatic results. Resistors
>can overheat quickly and have their own little explosions when a capacitor
>suddenly shorts. So for those who don't wear eye glasses that give
>protection from exploding part shrapnel I recommend wearing eye protection
>when peering at the bowels of a monster coming back to life.

This is an excellent point. Every Boatanchor restorer should have a pair of safety glasses - and wear them when cleaning, painting, and troubleshooting old radios. Please folks - get in the habit of this. Inexpensive safety glasses cost only a few dollars, but they are priceless when needed!

Although rarely seen in the small electrolytics used in tube gear, big electrolytic capacitors generally have a vent hole sealed with a rubber plug. When mounting these on a chassis, always insure there is a hole in the chassis under the vent. In the event of a catastrophic fault, the excess pressure in the capacitor will try to vent through the hole. If the plug is blocked, the big electrolytic capacitor can explode violently.

73, Barry L. Ornitz WA4VZQ ornitz@dpnet.net

Message-ID: <35527E4E.9AA4145F@bw.webex.net>
Date: Thu, 07 May 1998 23:38:55 -0400
From: Al Klase <skywaves@bw.webex.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: SP-600 Friction Drive
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Anchorites,

Over the last 8 or 9 years I've owned three SP-600's. Each suffered from the slipping drive syndrome to some extent. On the first one I went so far as to fabricate an extra-stiff tension spring (the s-shaped one). This was only partially successful.

On the most recent set, after restoration, cleaning, and careful lubrication of the gear train, I still had intermittent slippage. Of course it always occurs in the CW bands. I cleaned the friction drive parts thoroughly with disk brake cleaner. This stuff was specifically formulated to remove petroleum products from metal. Now it slipped all the time. Then, in a moment of inspiration, I applied General Cement Dial Cord Dressing to the friction surfaces. Dial action is now perfect. This is The Ultimate Band Cruiser!

This product is a stick of wax in a cardboard tube that I THINK also contains rosin. Does anyone know it's composition or if it's still available. It sure did a number on the dial with minimal hassel. If I didn't have this stuff, I think I'd try a small amount of violin rosin dissolved in alcohol. It's now clear to me that the drive needs some sort of friction enhancing dressing to function properly.

73,

Al

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Al Klase - N3FRQ
skywaves@bw.webex.net
Flemington, NJ 08822
Web Page: <http://www.webex.net/~skywaves/home.htm>

Date: Thu, 7 May 1998 23:04:50 -0500 (CDT)
From: Bill Hawkins <bill@iaxs.net>
Message-Id: <199805080404.XAA19486@citrus.iaxs.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Vigilance and Vacuum Tubes

A talk on the SAGE System (1956-63) will be given at Moffett Field on Tuesday evening May 19, 5:30-7 PM. SAGE was Semi-Automatic Ground Environment, embodied as 22 monster computers (250 tons) each with 49,000 vacuum tubes consuming 3 megawatts of power. Parts of the last SAGE system, decommissioned in 1982, will be behind the speakers. For details, see www.computerhistory.org/sage.

I'd love to go, but Mountain View, CA, is too far from Minneapolis. If anybody plans to go (and you must make reservations - Moffett is an active military base), I'd like to make arrangements with you to pick up any paper, books, or whatever they're handing out or selling.

Regards,
Bill Hawkins bill@iaxs.net

Message-Id: <3.0.5.32.19980507232412.00832460@mail1.telalink.net>
Date: Thu, 07 May 1998 23:24:12 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Tom Norris <badger@telalink.net>
Subject: PDF Manuals, beta versions online now
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

As promised I have the CV-591A and TM 11-856A R-390A manuals online for downloading.

The 390A is not yet finished, but the copy online is useable, though consider it "beta .75" --
still have to do several more revisions, etc.

Both manuals are in Adobe Acrobat .pdf format, and require the Acrobat Reader to be useable.
I have put the Acrobat reader on my ftp site as well for download for those who dont have it.

To get there, open up your FTP client and log on anonymously to fernblatt.dynip.com, find the "PDF MANUALS PROJECT" directory, then the "390A" directory. You will need all the files in the 390A directory to use the manual in its current form, so get them all and put them in a directory of their own. I will have the whole shebang in one zip once I finish with the project.
(Deadline: eventually - due to "real life" getting in the way of BA funksies)

Acrobat Reader is in its own directory, "Acroread" if you need it.

If you are using your browser, go to <ftp://fernblatt.dynip.com>. I will eventually put a link on the mil list home page to this FTP site.

The R-390A manual project has become a monster, and am going to have to end up distributing it out on CD to those who don't wish to wait the many hours it will take to download.

Any questions or flames, gimme a holler.

Tom KA4RKT

Please visit The Mil List for info on military communications gear:

[HTTP://www.telalink.net/~badger/millist/mi.html](http://www.telalink.net/~badger/millist/mi.html)

This is a non-commercial endeavor strictly for providing info for those who have a need for it - and intertainment for those who dont....

ANY and ALL Contributions Welcome.

Tom Norris KA4RKT

badger@telalink.net Nashville, Tennessee, USA

Message-ID: <35528F42.7C2C2EE1@groupone.net>

Date: Thu, 07 May 1998 21:51:14 -0700

From: Dan Arney <kn6di@groupone.net>

MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>

Subject: WTD AR 88-D parts

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

A friend of mine is trying to get his AR-88-D up and running, He needs the Band 3 antenna input coil L-5/L-6 a dual coil. Any parts rigs out there in the shack

I would like to get an S meter for my Ar-88-LF any help or suggestions.
Thanks,
Hank KN6DI
73

From: arc5@ix.netcom.com
Date: Fri, 8 May 1998 00:25:00 -0500 (CDT)
To: Old Tube Radios <boatanchors@theporch.com>
Message-Id: <19985802419611942@>
Subject: WTD:Hallicrafters S-38 Knobs
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii

Need tuning knobs (Main/Bandspread) for
Hallicrafters S-38. Will buy or trade.

73 DE David Stinson AB5S
arc5@ix.netcom.com

"Gentlemen, you have no reason to
be ashamed of your Confederate dead.
Make sure they have no reason to
be ashamed of you."
R.L. Dabney, Chaplin to Stonewall Jackson

End of BOATANCHORS Digest 2047
